

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:59 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1127 Const Calendar Day: 700 Date: 05-May-2014 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4 PM

Precipitation

Condition partly cloudy

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

Crews at the Pier 7 warehouse area are working an 8-hour shift 0700 through 1530 today. There is work in the field on setup of TR's 14-17. Laborer Carlos (Pedro) Garcia works all day on CCO 314. Ironworker Kyle Crowley (Jared Garrett is off today) works part time today on CCO 314, with the remainder of his day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area that are not covered by this diary.

Laborer Carlos (Pedro) Garcia works at the test rigs cleaning up after the grinding and welding in previous weeks at the test rigs. This involves sweeping and vacuuming. The shop vacuum is used inside and outside of the test rig boxes. By the end of the day, he is complete with this cleaning at TR's 14 and 15 (formerly TR's 1 and 2).

Ironworker Kyle Crowley works in the morning on the jacking rods planned for TR's 14-17. He test fits 2 couplers (previously used at TR's 2 and 3; tapped oversize for galvanizing) on the two galvanized test rods (EB-2-03 and EB-2-08) to be used in TR's 14 and 15. The previously used TR 3 coupler will be part of the TR 14 setup. The previously used TR 2 coupler will be part of the TR 15 setup. He then puts the couplers on the jacking rods. The coupler and jacking rod assemblies will be installed on the test rods together at the test rigs in the future, so the couplers remain on the jacking rods at the end of this work. A spare jacking rod is paired with the previously used TR 3 coupler and will be used at TR 14. The previously used TR 2 jacking rod is paired with the previously used TR 2 coupler and will be used at TR 14. This work is done between 0700 and 1000, and it is not full time work in this time period as the ironworker spends some of this time period doing other non-CCO 314 work. The remainder of his day is spent on non-CCO 314 operations elsewhere at the Pier 7 warehouse area that are not covered by this diary.

After last week's removal of the paint on the existing welds and completion of the welding of the new doubler plates at TR's 1-4 (to convert to TR's 14-17), Smith-Emery QC Steve Jensen is on site with CT-METS QA Scott Croff to VT and MT inspect those welds. Steve Jensen start work on site at 0700, but he needs to go to the bridge site (tower) to get the MT equipment. VT and MT starts at about 1030. He MT's all of the existing welds on the test rigs where paint was removed. After VT of the new doubler plate welds determines that some welds have issues (undersized and other issues), he only MT's the doubler plate welds without issues. The new doubler plate welds at TR's 1 and 4 (convert to TR's 14 and 17) are ok, but work is needed on the new doubler plate welds at TR's 2 and 3 (convert to TR's 15 and 16). Steve Jensen leaves the site in the afternoon to go to another job for Smith-Emery (not SFOBB). ABF schedules a welder and QC for Wednesday 5/7/2014 to address the issues at TR's 2 and 3 (convert to TR's 15 and



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In the morning, CT-METS Elijah Turner and Scott Croff are doing work in the field for AE. They are testing previously used AE sensors. Some of the used AE sensors have issues and cannot be reused.

CT-METS Saied Khan and Scott Croff work between approximately 1500 and 1700 to field hardness test the dead end only of all 4 test rods for TR's 14-17. They test rod ID's EB-2-03, EB-2-08, SK-3-06, and SK-3-13. This work includes some additional grinding of the rod ends to make them smooth and eliminate previous hardness testing indents. These rods are being tested today at this end because tomorrow VGO will add markings to this end, so they cannot be ground smooth in the future without losing those marks. These rods were also hardness tested last week on Friday 5/2/2014 and this is a retest. The stressing end of these rods will be retested tomorrow.

VGO arrives on site this afternoon for some work today and tomorrow - perform prep work on the 4 test rods so that they can be installed soon in the test rigs. Two from VGO - Rob Rutledge and Pamela Wallace - fly to the Bay Area today and arrive on site about 1430. After discussion of the schedule for this phase of testing and taking measurements at the test rigs, they go to the warehouse for work on the test rods. Starting about 1530, they layout the locations on the four test rods for the areas that need grinding for the future strain gauges and then start grinding. They work until 1730 on the grinding. The 2 galvanized rods require more grinding to remove the galvanizing layer and get to the steel than is required at the 2 ungalvanized rods that just need some work to remove some light rust and to remove some tooling ridges from the shop (from when milled down outside layer of steel). Grinding is not completed today and will continue tomorrow.

A 7kW generator - Whisperwatt 7000 - ABF ID 002343 is used at the test rig work area all day by the laborer who is cleaning with a shop vacuum. A 40kW generator - MQ Power 40 - ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. An oxyacetylene torch is on idle/standby at the test rig work area. A compressor - IR P185 ABF ID 000002 is on idle/standby at the test rig work area. A Kubota Cart is used by the laborer today. A small forklift (CAT) is used by the ironworker.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

10' ABF k-rail = 4 pieces

20' rented k-rail = 10 pieces

20' ABF k-rail = 10 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314. Also a fourth 20' ABF k-rail is between the CCO 314 work area and FW Spencer's yard along the fence line near the BayView Trailer. Seven of the ABF 20' k-rail are in TR's 1-4.

The agreed extra work with ABF is as follows:

Laborer Carlos (Pedro) Garcia - 8 hrs

Ironworker Kyle Crowley - 2 hrs

Kubota Cart - 8 hrs

7kW Generator - 8 hrs

Vacuum Cleaner - 8 hrs

Small Forklift - 2 hrs

Radios (2 radios) - 10 hrs

k-rail: 6 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 2 pcs

Crane Mats (12x12 - 5'x7') - 8 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work



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The agreed extra work with ABF for Smith-Emery is as follows:

Smith-Emery QC Steve Jensen - 7 hrs (includes travel time)

See the attached Extra Work Order - Signed with ABF for CCO 314 work

INSPECTOR OT REMARK:

Field 2 hours: In field 0700 through 1730. ABF and VGO are working in the field on setup of the next round of the Townsend Test. ABF's shift is 0700 to 1530. VGO arrives on site in the afternoon and works to 1730. CT METS works in the same area as VGO until 1700. I am in the field during the ABF shift for portions of the day for various activities. In the late afternoon, with VGO starting work and CT-METS also doing work in the same limited area, I am present to assist and ensure cooperation. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.